SERVICE INFORMATION	11–1	FRONT WHEEL	11–7
TROUBLESHOOTING	11–2	FORK	11–11
HANDLEBAR	11–3	STEERING STEM	11–18

SERVICE INFORMATION

GENERAL

- A contaminated brake drum or shoe reduces stopping power. Discard contaminated shoes and clean a contaminated drum with a high quality brake degreasing agent.
- This section covers maintenance of the front wheel, fork and steering stem. Refer to section 13 for front hydraulic brake service.
- Support the motorcycle securely using a hoist or work stand.

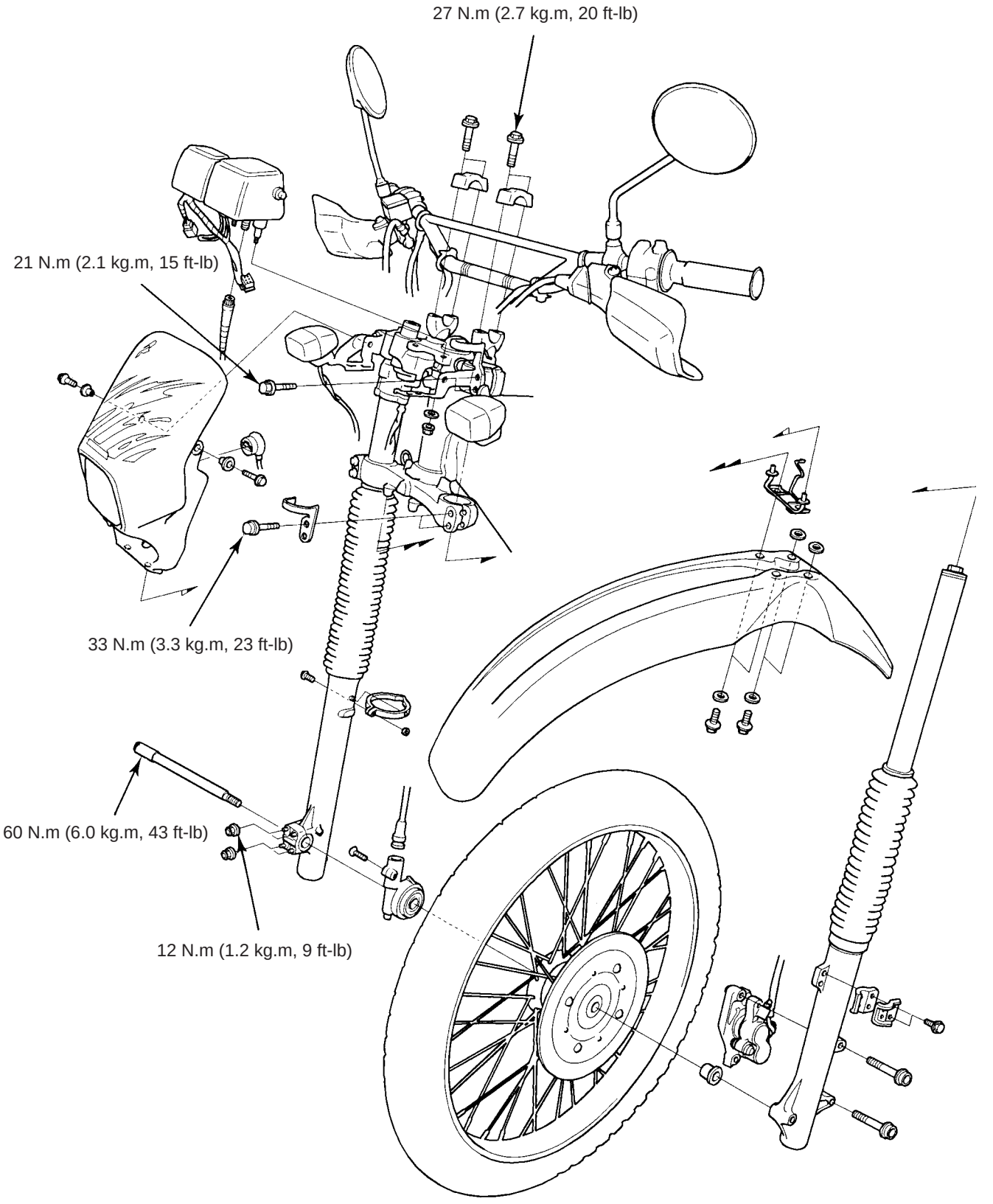
SPECIFICATIONS

UNIT: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Axle shaft runout		–	0.2 (0.008)
Rim runout	Radial	–	2.0 (0.08)
	Axial	–	2.0 (0.08)
Fork fluid capacity		384 cc	–
Fork oil level		139 (5.47)	–
Fork spring free length	A	80.8 (3.18)	79.2 (3.12)
	B	506.5 (19.94)	496.4 (19.54)
Fork tube runout		–	0.2 (0.008)

TORQUE VALUES

Front axle nut	60 N.m (6.0 kg.m, 43 ft-lb)
Handlebar upper holder bolt	27 N.m (2.7 kg.m, 20 ft-lb)
Handlebart lower holder nut	26 N.m (2.6 kg.m, 19 ft-lb)
Fork oil drain bolt	0.8 N.m (0.08 kg.m, 0.6 ft-lb)
Fork top pinch bolt	21 N.m (2.1 kg.m, 15 ft-lb)
Fork bottom pinch bolt	33 N.m (3.3 kg.m, 24 ft-lb)
Fork cap	23 N.m (2.3 kg.m, 17 ft-lb)
Fork socket bolt	21 N.m (2.1 kg.m, 15 ft-lb)
Steering stem nut	105 N.m (10.5 kg.m, 76 ft-lb)


27 N.m (2.7 kg.m, 20 ft-lb)
21 N.m (2.1 kg.m, 15 ft-lb)
33 N.m (3.3 kg.m, 23 ft-lb)
60 N.m (6.0 kg.m, 43 ft-lb)
12 N.m (1.2 kg.m, 9 ft-lb)

TOOLS

Special

Steering stem socket	07916 - KA50100
Ball race remover	07953 - MA00000
Steering stem driver	07946 - 4300101BR
Fork seal driver body	07947 - KA50100
Fork seal driver attachment	07947 - KL40100

Common

Spanner	07701 - 0020300
Bearing remover head, 15 mm	07746 - 0050400BR
Bearing remover shaft	07746 - 0050100BR
Driver	07749 - 0010000BR
Attachment, 32 x 35 mm	07746 - 0010100BR
Pilot, 15 mm	07746 - 0040300BR
Attachment, 37 x 40 mm	07746 - 0010200BR
Lock nut wrench, 30 x 32 mm	07716 - 0020400BR

TROUBLESHOOTING

Hard Suspension
- Steering top thread too tight
- Damaged steering head bearing/race
- Insufficient tire pressure
- Faulty tire

Steers To One Side Or Does Not Track Straight
- Bent fork
- Bent front axle
- Wheel installed incorrectly
- Faulty steering head bearing
- Bent frame
- Faulty wheel bearing
- Worn swingarm pivot components

Front Wheel Wobbling
- Bent rim
- Worn wheel bearings
- Bent or loose spoke
- Faulty tire

Wheel Turns Hard
- Faulty wheel bearing
- Faulty speedometer gear

Soft Suspension
- Weak front fork spring
- Insufficient fork oil

Hard Suspension
- Bent fork tubes
- Clogged fluid passage

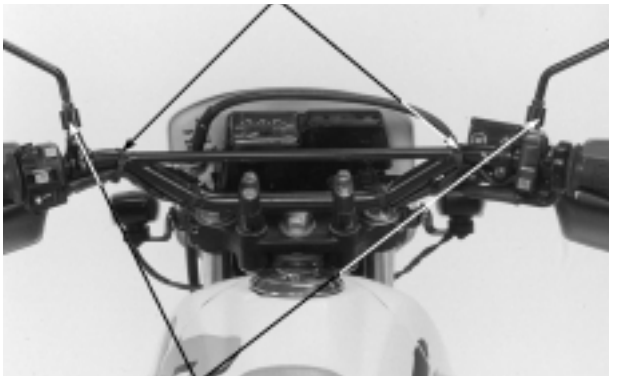
Front Suspension Noisy
- Insufficient fluid in fork
- Loose front suspension fasteners
- Lack of grease in speedometer gear

HANDLEBAR

REMOVAL

Remove the wire bands.
Disconnect the front brake switch connectors

WIRE BAND



REARVIEW MIRROR

Remove the knuckle guard and rearview mirror.
Remove the master cylinder holder and master cylinder.

MASTER CYLINDER

ATTENTION

Suspend the master cylinder, with a suitable wire, at least as hight as originally installed so as to prevent air from getting into the brake fluid.

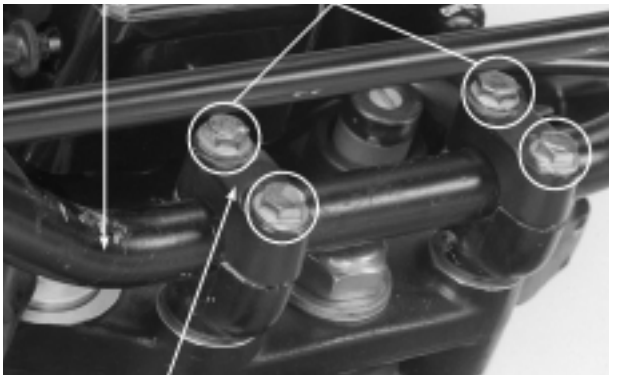
Remove the screws and separate the throttle housing.
Disconnect the throttle cables, then remove the throttle pipe.
Remove the screw and right handlebar switch housing.

SWITCH HOUSING

Remove the knuckle guard and rearview mirror.
Remove the screws and clutch lever bracket.
Remove the screws and left handlebar switch housing.

Remove the bolts, handlebar upper holders and handlebar.

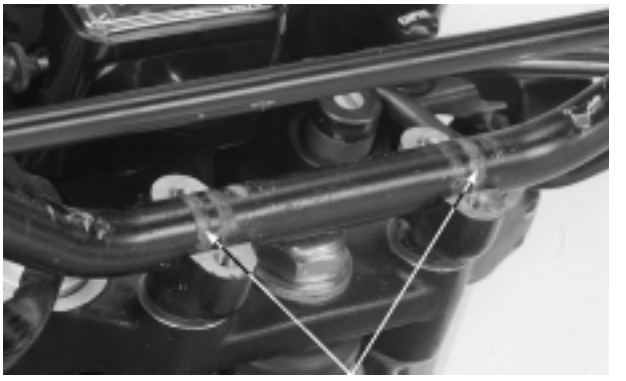
HANDLEBAR BOLTS



UPPER HOLDER

INSTALLATION

Install the handlebar.
Align the punch marks on the handlebar with the top edge of the lower holders.

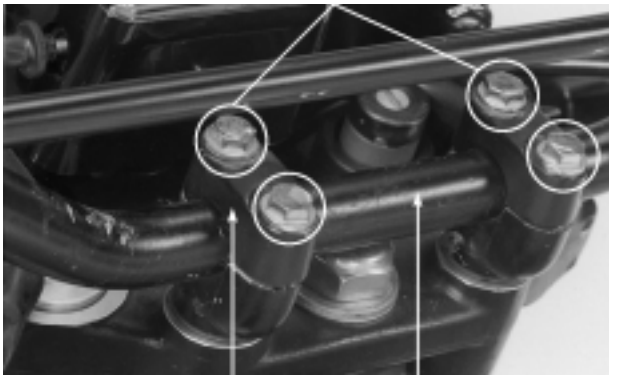


PUNCH MARK

Place the upper holders on the handlebar with the punch marks facing forward.
Install the holder bolts and tighten the forward bolts first, then the rear bolts.

TORQUE: 27 N.m (2.7 kg.m, 20 ft-lb)

BOLTS

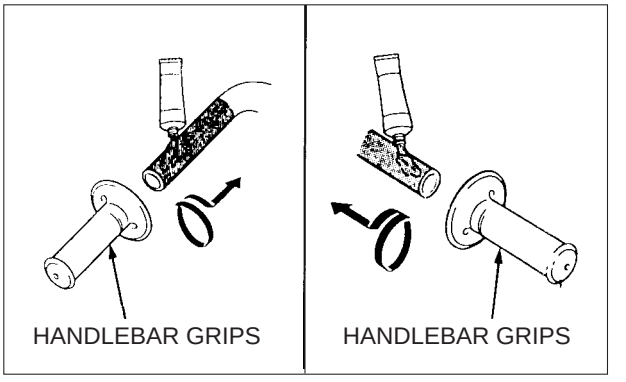


UPPER HOLDER HANDLEBAR

If the handlebar grips were removed, apply Honda Bond A or its equivalent to the inside surface of the grips and to the clean surface of the left handlebar and throttle pipe.
Wait 3 - 5 minutes and install the grip.
Rotate the grips for even application of the adhesive.

NOTE

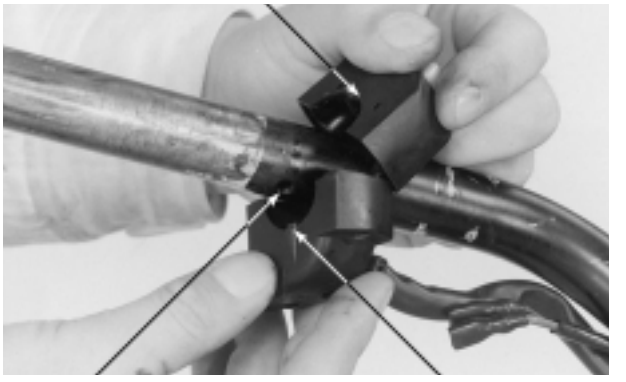
Allow the adhesive to dry for an hour before using.



HANDLEBAR GRIPS HANDLEBAR GRIPS

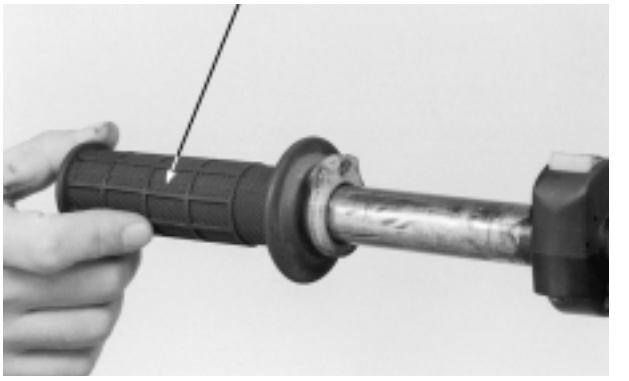
Install the right handlebar switch housing aligning its locating pin with the hole on the handlebar.
Install the screws and tighten the forward screw first, then the rear screw.

SWITCH HOUSING

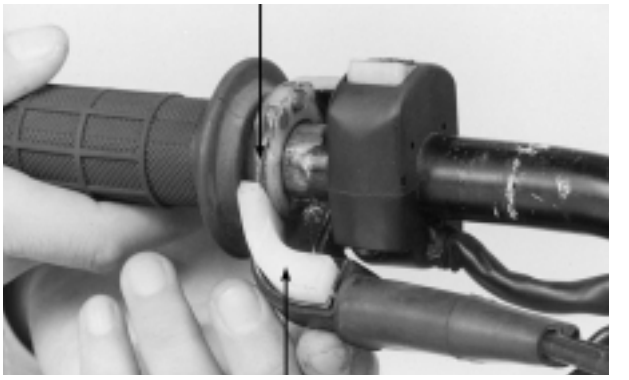


HOLE PIN

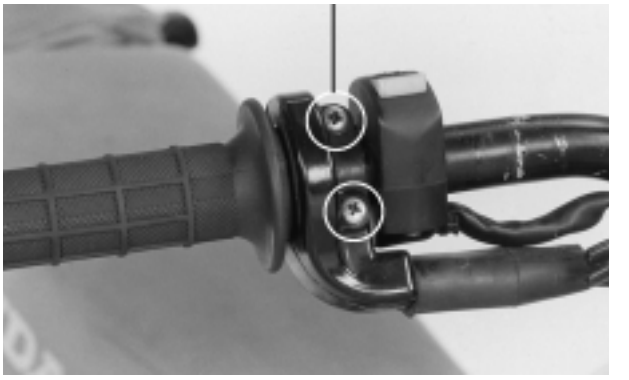
Apply a light coating of grease to the throttle pipe sliding surface of handlebar and throttle cable end.
Install the throttle grip on the handlebar.



Connect the throttle cable end to the throttle pipe.
Install the throttle cable guide.



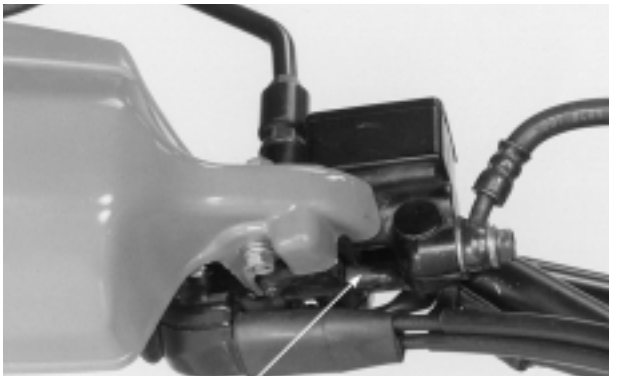
Install the screws and tighten the forward screw first, then the rear screw.



Place the front master cylinder on the handlebar and install the master cylinder holder with its “UP” mark facing up.

Align the end of the holder with the punch mark on the handlebar.
Tighten the upper bolt first, then the lower bolt.

Connect the front brake switch connectors.
Install the knuckle guard and rearview mirror.



CONNECTORS

Install the left handlebar switch housing aligning its locating pin with the hole on the handlebar.
Install the screws and tighten the forward screw first, then the rear screw.

HOLE SCREWS

PIN

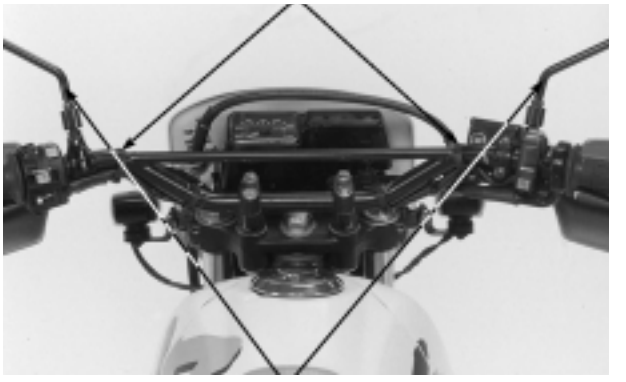
Install the clutch lever bracket.
Install the screws and tighten the forward screw first, then the rear screw.
Connect the clutch switch wire connectors.

SCREWS

CLUTCH LEVER BRACKET

Install the wire bands.

WIRE BANDS



REARVIEW MIRROR

FRONT WHEEL

REMOVAL

Support the motorcycle with a work stand or box under the engine.
Disconnect the speedometer cable from the speedometer gear box by removing the cable setting screw.

SPEEDOMETER GEAR BOX

Loosen the front axle holder nuts.
Remove the axle and the front wheel.

NOTE

> Do not operate the front brake lever after the front wheel is removed. The caliper piston will move out and make assembly difficult.

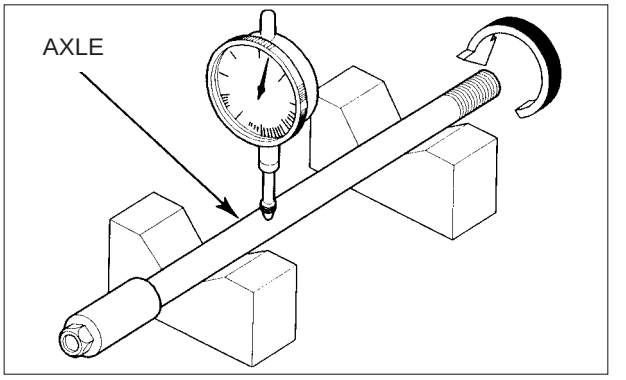
AXLE

INSPECTION

Axle
Place the axle in V-blocks and measure the runout with a dial indicator.

Service limit: 0,2 mm (0.008 in)

The actual runout is 1/2 of the total indicator reading.

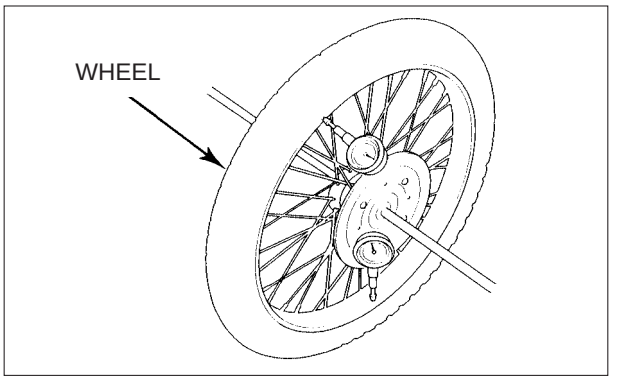


Wheel rim
Check the wheel rim runout by lacing the wheel in a turning stand.
Spin the wheel by hand and read the runout using a dial indicator.

Service limit: **Actual: 2,0 mm (0.08 in)**
Radial: 2,0 mm (0.08 in)

Tighten any loose spokes.

TORQUE: 3,5 N.m (0,35 kg.m, 2.5 ft-lb)

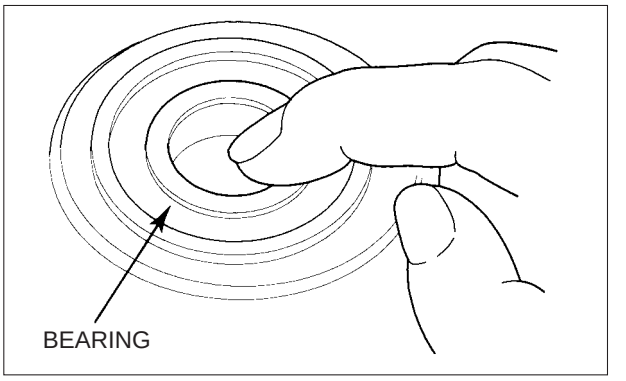


WHEEL BEARING

Remove the brake panel and dust seal.
Turn the inner race if each bearing with your finger, the bearing should turn smoothly and quietly.
Also check that the bearing outer race fits tightly in the hub.
Remove and discard the bearings if the races do not turn smoothly, quietly, or if they fit loosely in the hub.

NOTE

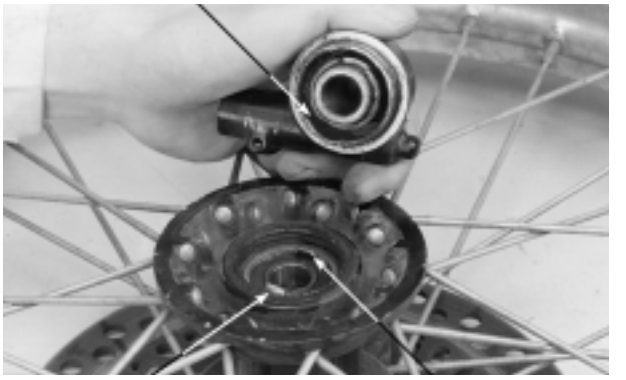
Replace wheel bearings in pairs.



DISASSEMBLY

Remove the speedometer gear box, dust seal and speedometer gear retainer.

SPEEDOMETER GEAR BOX

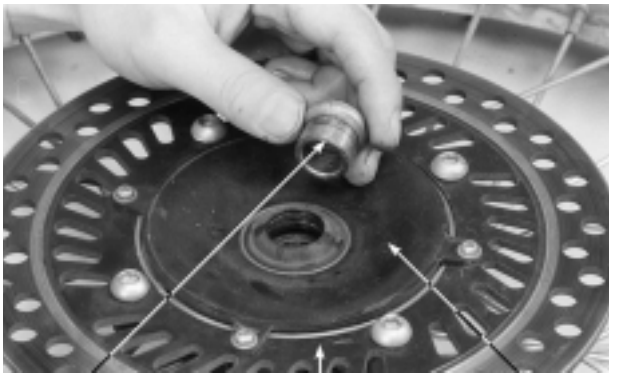


DUST SEAL SPEEDOMETER GEAR RETAINER

Remove the side collar from the left hub.
Remove the hub cover and brake disc.

NOTE

Check for disc warpage; see page 13-5.



COLLAR BRAKE DISC HUB COVER

WHEEL BEARING REPLACEMENT

Remove the wheel bearings and distance collar from the wheel hub.

TOOLS
Bearing remover head, 15 mm
Bearing remover shaft.

NOTE

Never reinstall oil bearings. Once the bearings have been removed, they must be replaced with a new one.

REMOVER SHAFT

REMOVER HEAD

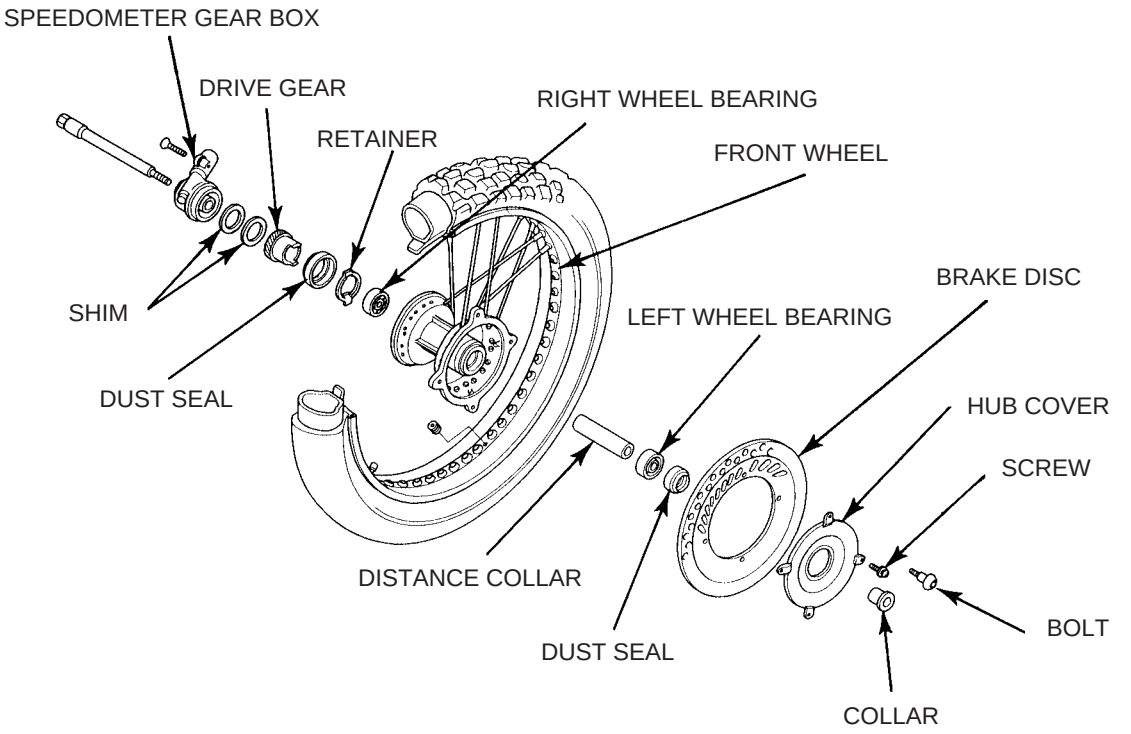
Pack all new bearing cavities with grease.
Drive the right bearing in using the following tools.

NOTE

Install the bearings with its sealed side facing out.

TOOLS
– Driver
– Attachment, 32 x 35 mm
– Pilot, 15 mm
Install the distance collar.
Drive the new left bearing in using the same tools.

ASSEMBLY

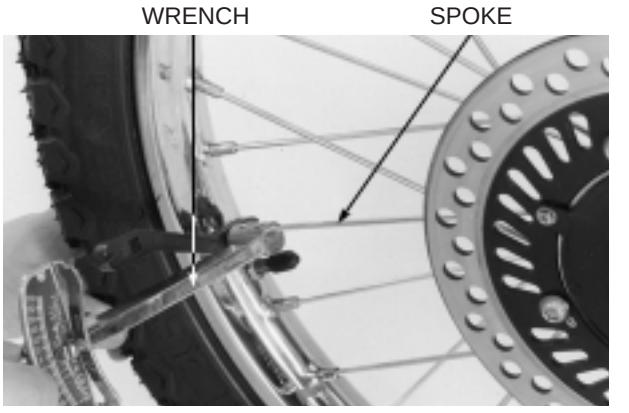


Place the rim on the work bench.
Place the hub with the left side down and begin lacing with new spokes.
Tighten the spokes in 2-3 progressive steps.

TOOLS:
Spoke nipple wrench: 4.5 x 5.1 mm

TORQUE: 3,5 N.m (0,35 kg.m, 2.5 ft-lb)

Check the rim runout (page 11-7).

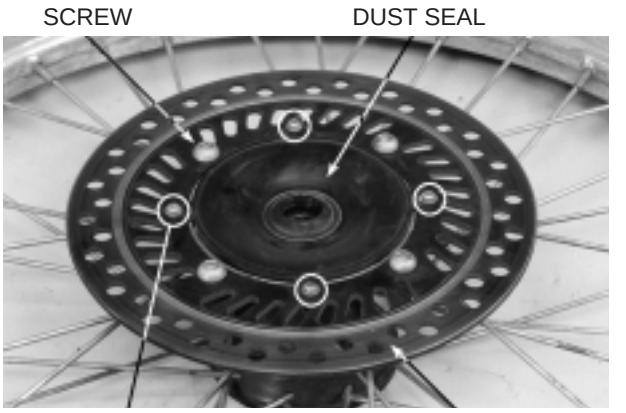


INSTALLATION

Install the right dust seal, brake disc.
Tighten the brake disc mounting bolts to the specified torque.

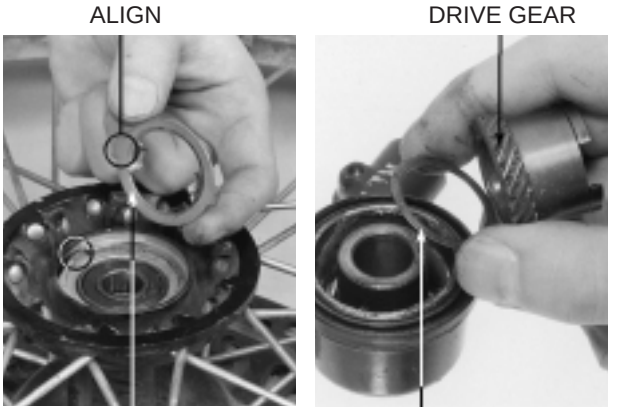
TORQUE: 20 N.m (2.0 kg.m, 14 ft-lb)

Install the hub cover and tighten the screws.



Install the right side collar.

Install the speedometer gear retainer in the left side hub aligning its tangs with the slots in the hub.
Install the shims, fill the speedometer gear box with grease, and install the drive gear.



Install the dust seal and the speedometer gear box in the wheel hub aligning the tangs of the retainer with the slots in the speedometer gear box.

INSTALLATION

Fit the caliper over the disc, taking care not to damage the brake pads.
Clean the axle and axle holder.
Install the axle holder with tis “UP” mark facing upward.
Install the axle holder nuts but do not tighten them yet.

ATTENTION

Set the tang on the gearbox under the stopper on the left fork leg.

”UP” MARK

AXLE NUTS

Tighten the axle to the specified torque.

TORQUE: 60 N.m (6.0 kg.m, 43 ft-lb)

With the front brake applied, pump the fork up and down several times to seat the axle and check for front brake operation.

SPEEDOMETER CABLE

Tighten the upper axle holder nuts first, then the lower nuts.

TORQUE: 12 N.m (1,2 kg.m, 9 ft-lb)

Connect the speedometer cable and tighten the setting screw.

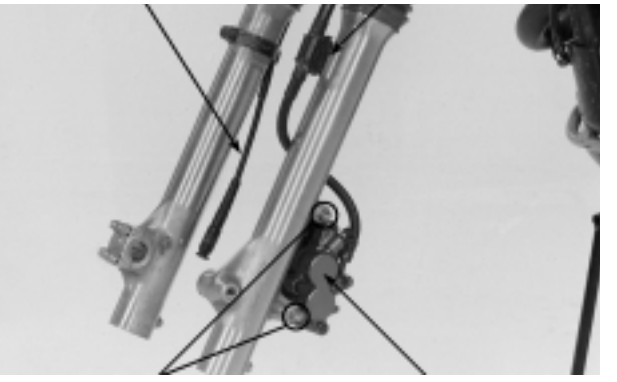
SCREW

SPEEDOMETER CABLE CLAMP

FORK

REMOVAL

Remove the front wheel.
Loosen the bolts and release the brake hose from the clamp.
Loosen the screw and remove the speedometer cable clamp.
Remove the bolts and front brake caliper.
Remove the front firing.



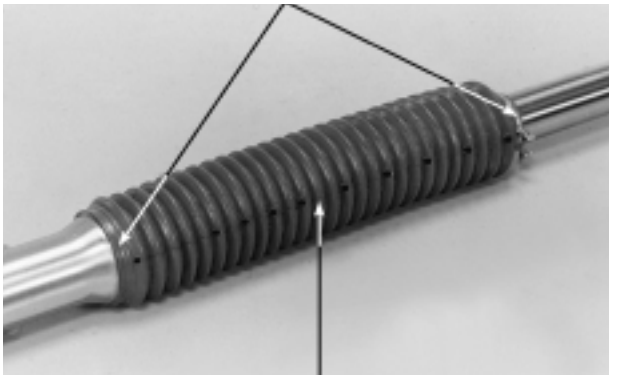
BOLTS BRAKE CALIPER

Loosen the top and bottom pinch bolts and lower the fork legs, then remove.

BOTTOM PINCH BOLT TOP PINCH BOLT

Remove the fork boot clamp and remove the boot.

CLAMPS



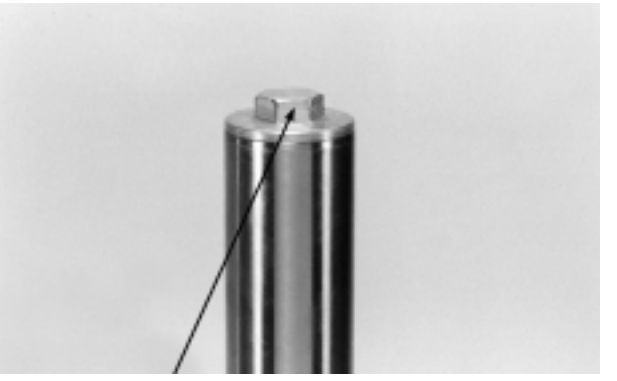
BOOT

DISASSEMBLY

Carefully remove the fork bolt.

⚠ WARNING

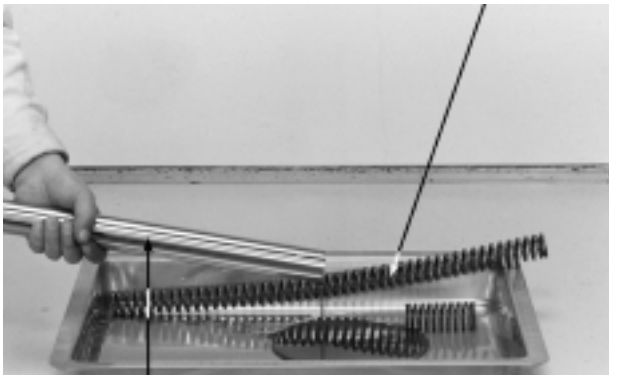
The fork bolt is under spring pressure. Use care when removing it and wear eye and face protection.



FORK CAP

Remove the fork spring A, spring seat and fork spring B.
Pour out the fork fluid by pumping the fork tube several times.

FORK SPRING



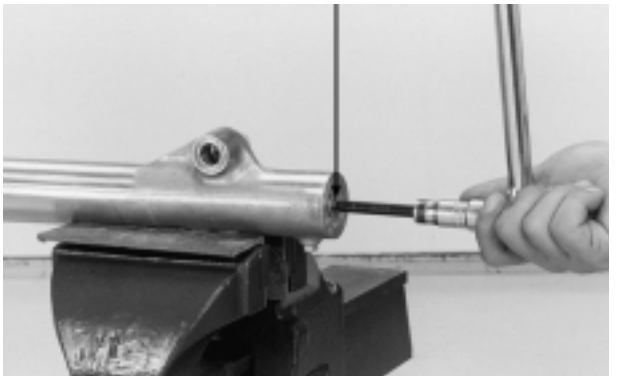
FORK

Hold the fork slider in a vise with piece of woods or shop towel.
Remove the fork socket bolt.

NOTE

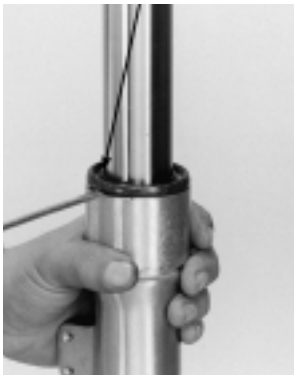
If the socket bolt turn together with the fork piston, temporarily install the fork spring and fork bolt.

SOCKET BOLT



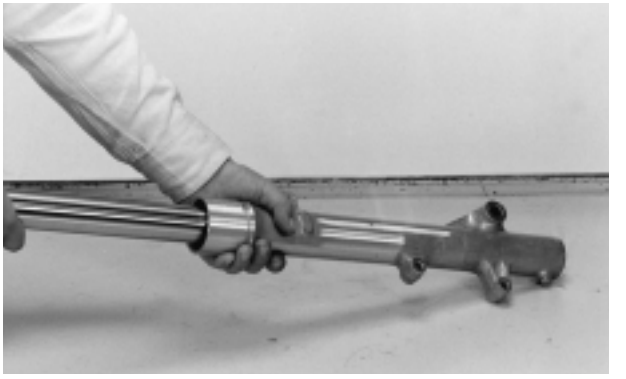
Remove the dust seal and stop ring.

DUST SEAL



STOP RING

In quick successive back and forth strokes, pull the fork tube out from the slider.
The slider bushing gives resistance and the fork tube bushing must be forced out.

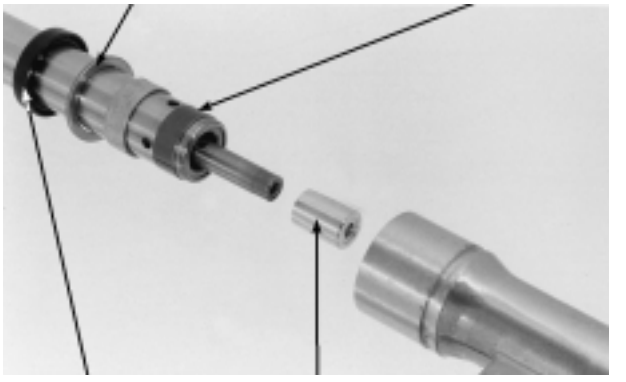


Remove the oil lock piece from the piston.
Remove the piston and rebound spring from the fork tube.
Remove the oil seal, back-up ring and slider bushing from the fork tube.

NOTE

Do not remove the fork tube bushing unless it is necessary to replace it with a new one.

BACK-UP RING FORK TUBE BUSHING



OIL SEAL OIL LOCK PIECE

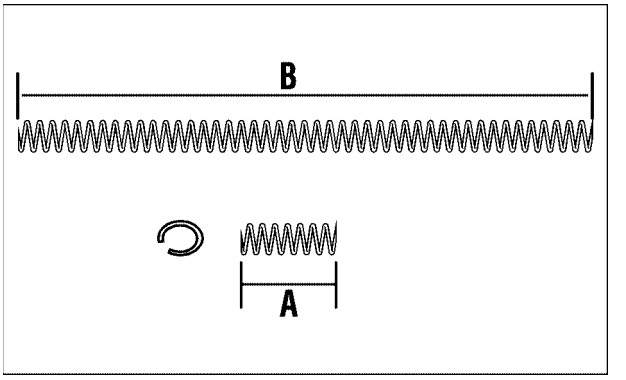
INSPECTION

FORK SPRING

Measure the fork springs free length.

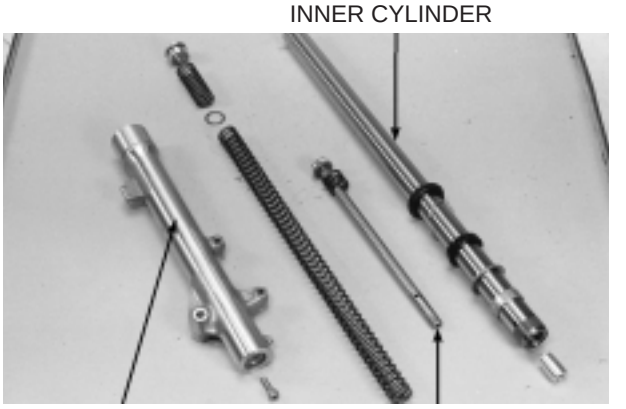
SERVICE LIMIT:

A: 79.2 mm (3.12 in)
B: 496.4 mm (19.5 in)



FORK TUBE/SLIDER/PISTON

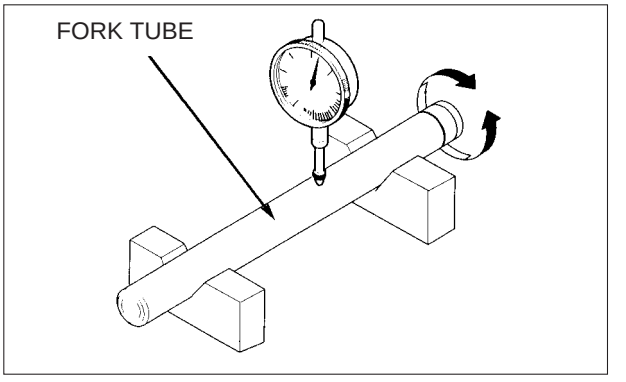
Check the fork tube, slider and piston for score marks, scratches, or excessive or abnormal wear.
Check the rebound spring for damage.
Check the piston ring for wear or damage.
Replace any components that are worn or damage.



Set the fork tube in V-blocks and rear the runout with a dial indicator.

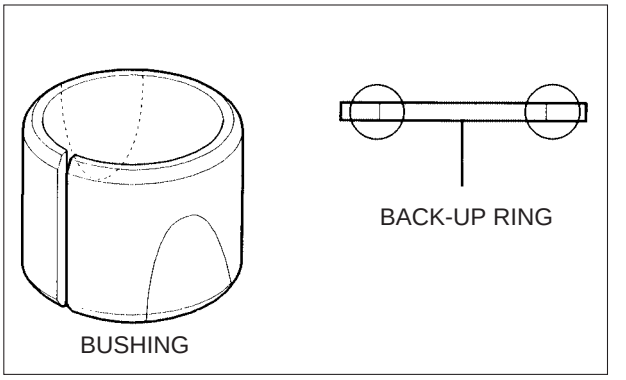
SERVICE LIMIT: 0.2 mm (0.008 in)

The actual runout is 1/2 of the total indicator reading.

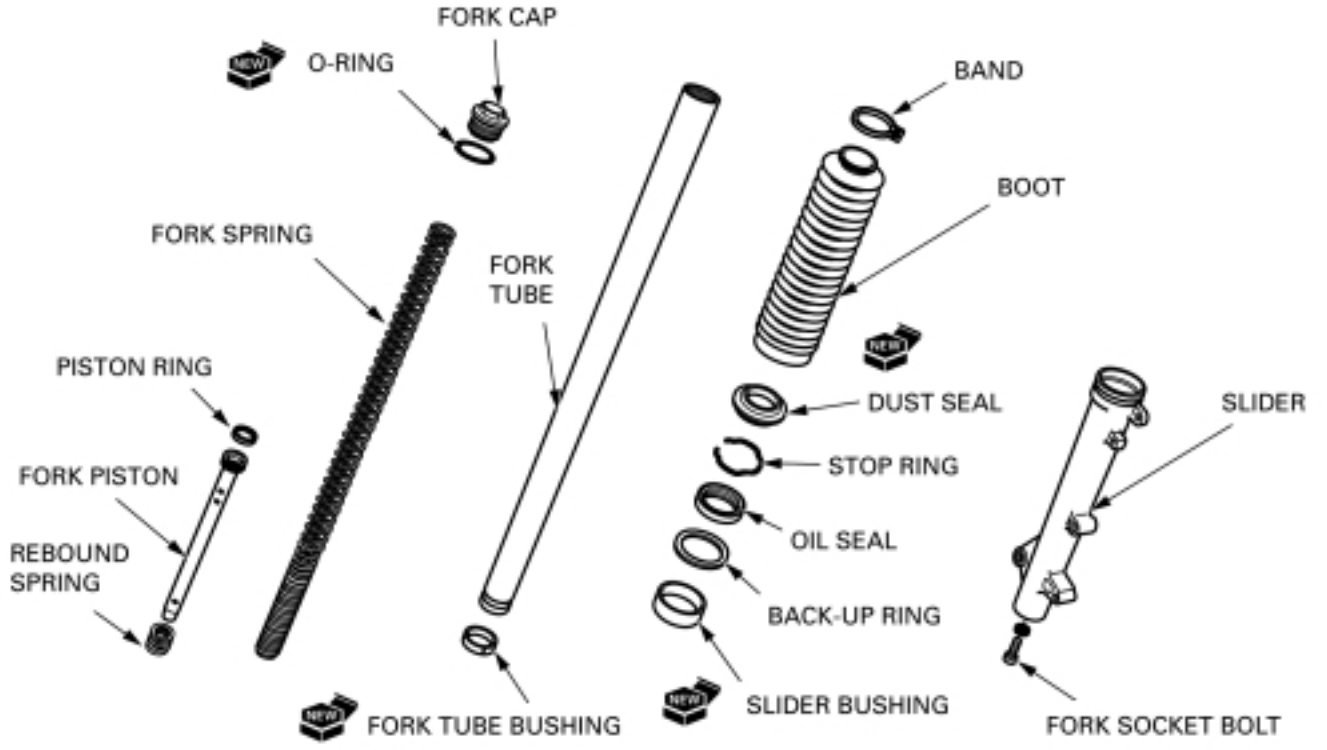


FORK TUBE BUSHING

Visually inspect the slider and fork tube bushing.
Replace the bushing if there is excessively scoring or scratching, or if the teflon is worn so that the copper surface appears on more than 3/4 of the entire surface.
Replace the back-up ring is distorted.



ASSEMBLY



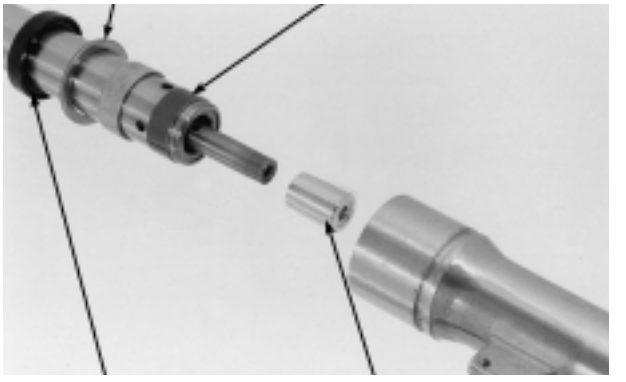
Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.
Install the slider bushing, back-up ring and oil seal onto the fork tube.

NOTE

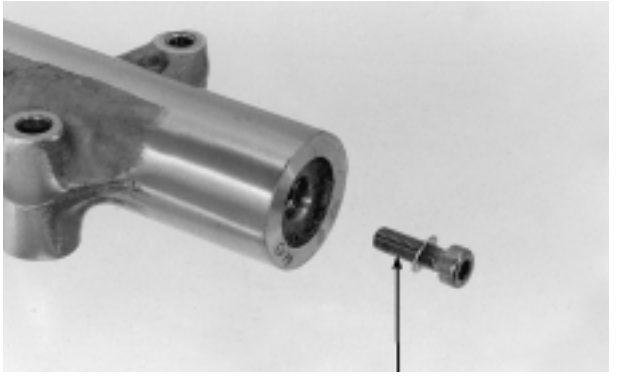
- Install the back-up ring with the chamfered side facing the slider bushing.
- Coat the oil seal lip with the recommended fork fluid.

Install the rebound spring onto the fork piston.
Install the fork piston into the fork tube.
Install the oil lock piece onto the fork piston.
Clean and apply a locking agent to the fork socket bolt threads.
Install a new sealing washer and socket bolt.

BACK-UP RING FORK TUBE BUSHING



OIL SEAL OIL LOCK PIECE



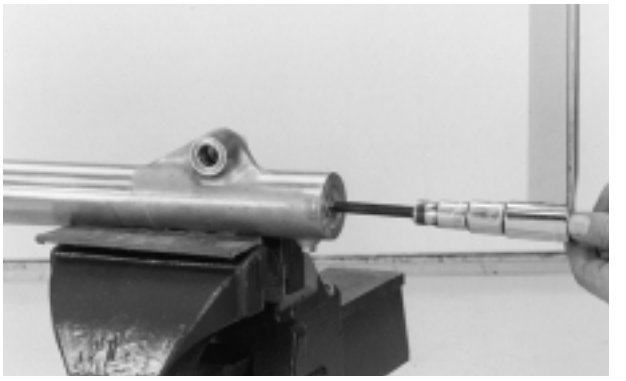
SOCKET BOLT

Hold the fork slider in a vise with piece of woods or shop towel.
Tighten the fork socket bolt to the specified torque.

TORQUE: 21 N.m (2,1 kg.m, 15 ft-lb)

NOTE

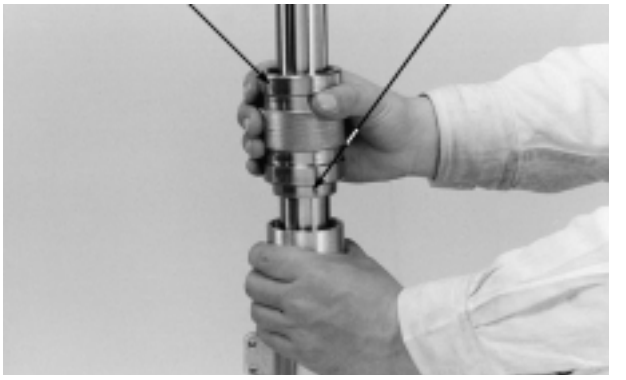
It the socket bolt turn together with the fork piston, temporarily install the fork spring and fork bolt.



Place the slider bushing over the fork tube until it rests on the slider.
Using the fork seal driver, drive the bushing into place. Install the back-up ring and drive the oil seal using the fork seal driver.

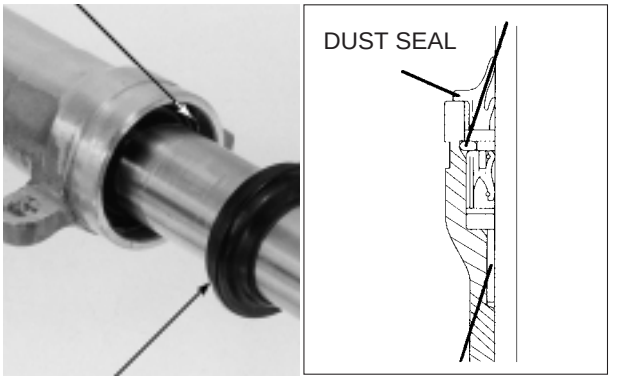
TOOLS
Oil seal driver body
Oil seal driver attachmet

OIL SEAL DRIVER ATTACHMENT



Install the oil seal stop ring into the groove of the fork slider.
Install the dust seal.

STOP RING STOP RING



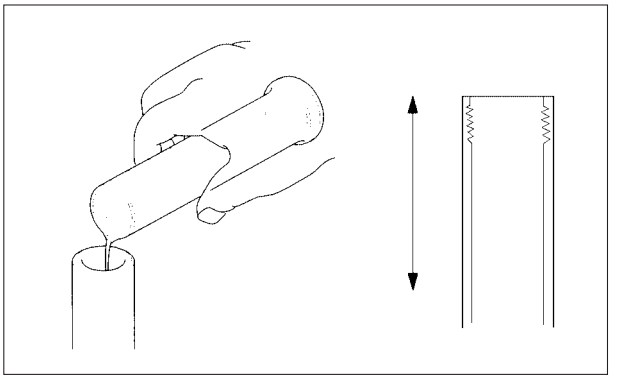
DUST SEAL SLIDER BUSHING

Compress the fork spring fully and pour in the specified amount of fork fluid.

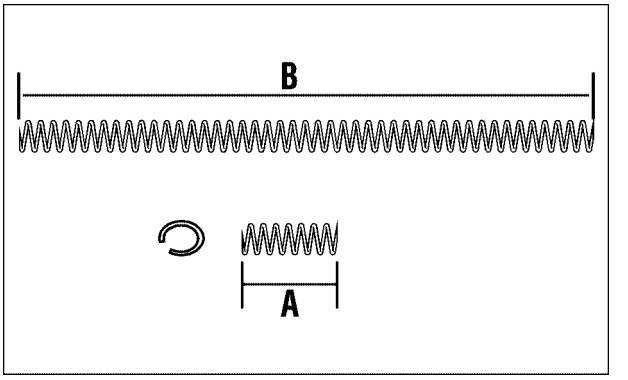
Oil capacity: 384 cc

Pump the fork tube slowly several times to stabilize the fork oil level.
Compress the fork all the way and measure the oil level from the top of the tube.

Oil level: 139 mm (5.47 in)



Install the fork spring B with the tapered end facing down.
Install the fork spring B, spring seat and fork spring A into the fork tube.



Install a new O-ring onto the fork bolt and install it loosely.

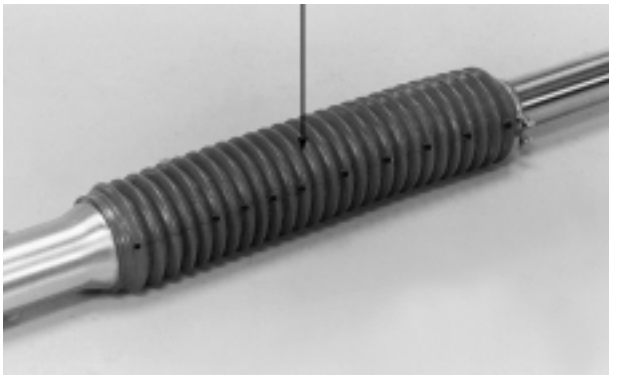
O-RING

NOTE

Install the fork bolt but do not tighten yet.

Install the fork boot with its breather holes toward the rear.

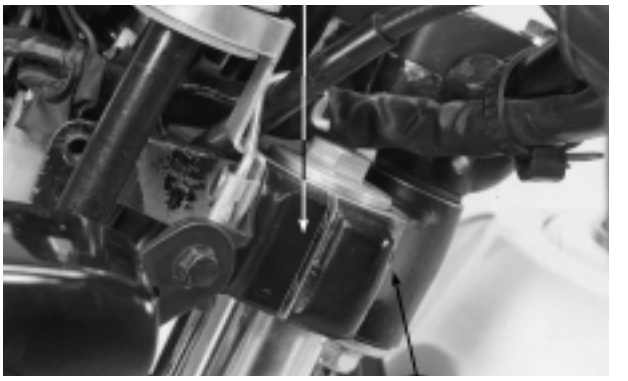
BOOT



INSTALLATION

Install the fork leg, aligning its top with the upper surface of the top bridge as shown.

UPPER SURFACE



TOP BRIDGE

Tighten the fork bottom pinch bolts to the specified torque.
TORQUE: 33 N.m (3.3 kg.m, 24 ft-lb)

Tighten the fork bolt to the specified torque.
TORQUE: 23 N.m (2.3 kg.m, 17 ft-lb)

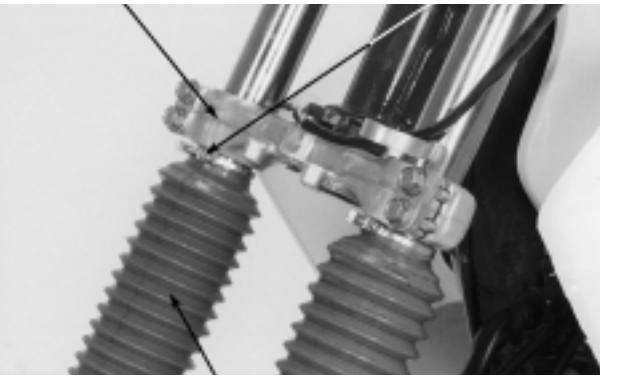
Tighten the fork top pinch bolts to the specified torque.
TORQUE: 21 N.m (2.1 kg.m, 15 ft-lb)

TOP PINCH BOLT

BOTTOM PINCH BOLT

Push the fork boot up until they just touch the bottom of the steering stem, then tighten the clamp screw.

STEERING STEM CLAMP SCREW

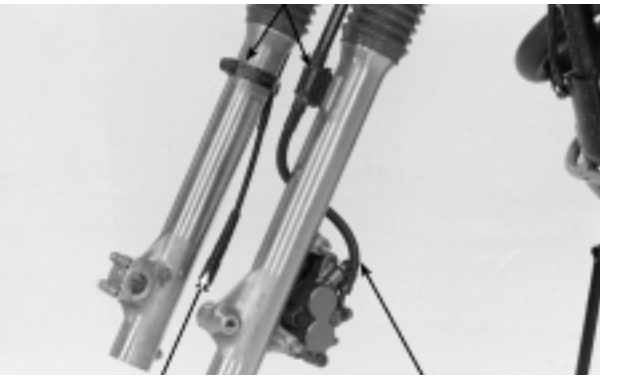


BOOT

Route the brake hose properly, then install the front brake caliper and tighten the mounting bolts to the specified torque.
TORQUE: 31 N.m (3.1 kg.m, 22 ft-lb)

Install the brake hose between the hose clamp, then tighten the bolts.
Clamp the speedometer cable and tighten the clamp screw.
Install the front firing
Install the front wheel

CLAMP



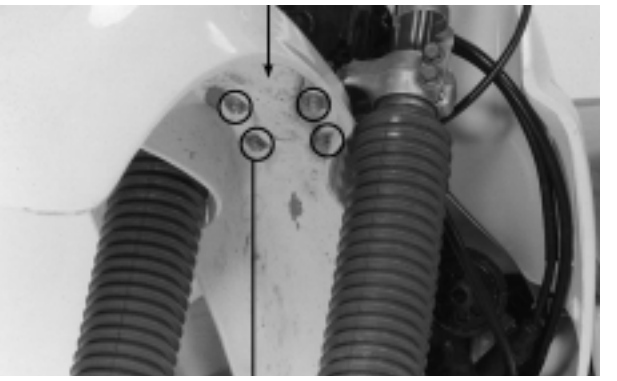
SPEEDOMETER CABLE BRAKE HOSE

STEERING STEM

REMOVAL

Remove the following:
– handlebar
– front wheel
Remove the bolts and front fender.

FRONT FENDER



BOLTS

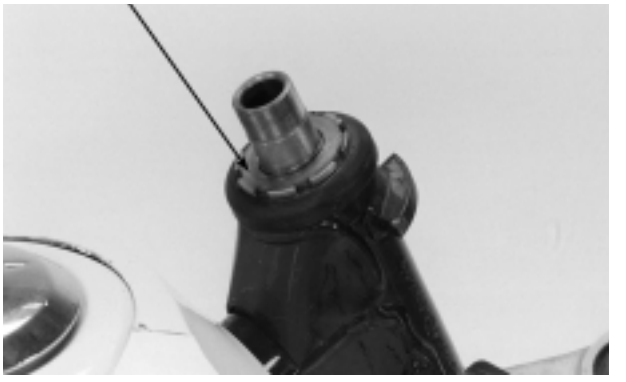
Remove the steering stem nut and washer.

STEM NUT/WASHER

Remove the fork and top bridge.

Remove the top thread.

TOP THREAD



Remove the following:
– top cone race
– upper bearing
– steering stem
– lower bearing

TOP CONE RACE UPPER BEARING

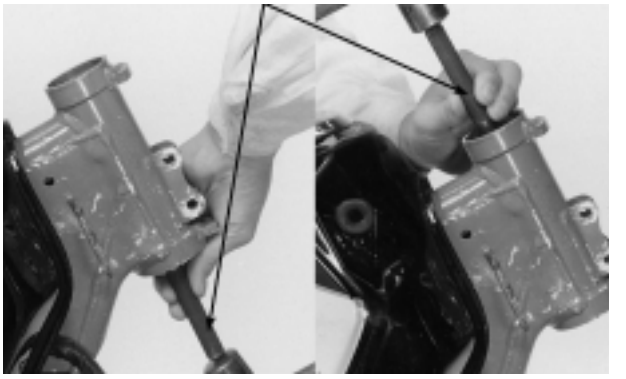
LOWER BEARING STEERING STEM

BEARING RACE REPLACEMENT

Remove the bearing races using the special tool.

TOOL
Ball race driver

BALL RACE DRIVER



Install the new bearing races using the special tools.

TOOLS
Driver
Attachment, 37 x 40 mm

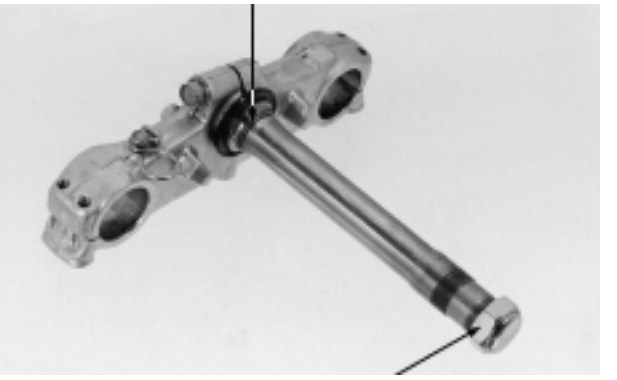
DRIVER

ATTACHMENT

BOTTOM CONE RACE REPLACEMENT

Avoid damaging the steering stem thread, temporarily install the stem nut.
Remove the bottom cone race, dust seal and dust seal washer.

BOTTOM CONE RACE

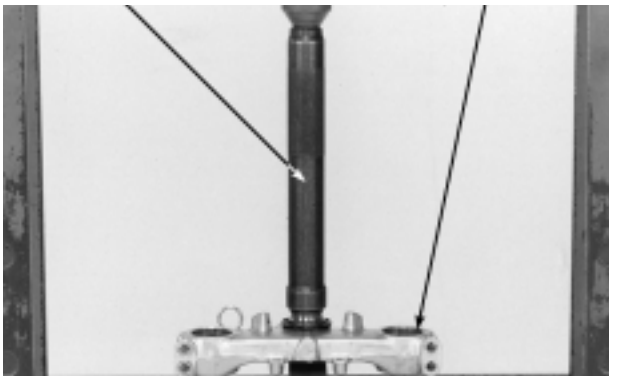


STEM NUT

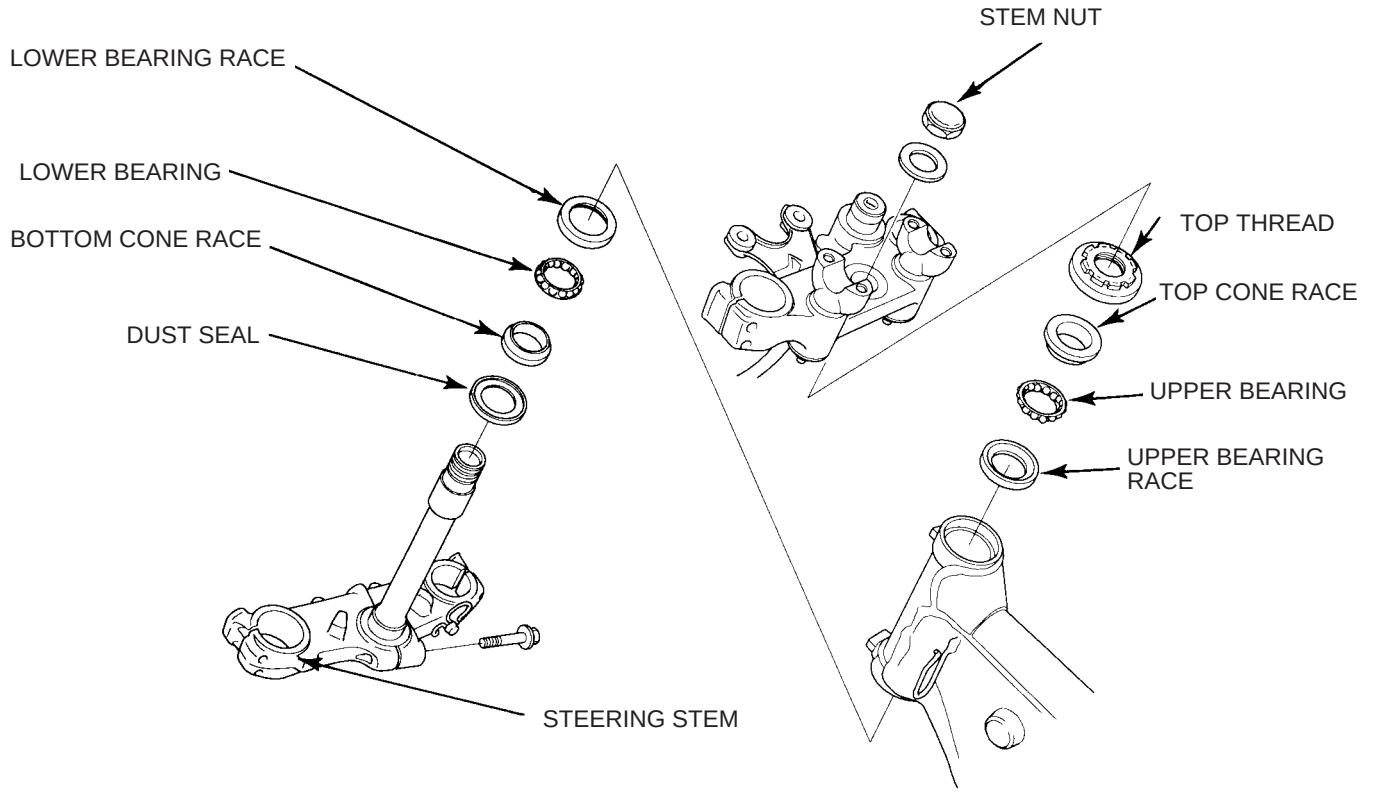
Install a new dust seal washer and bottom cone race.
Press a new bottom cone race onto the steering stem using the special tool.

TOOL
Stem bearing driver

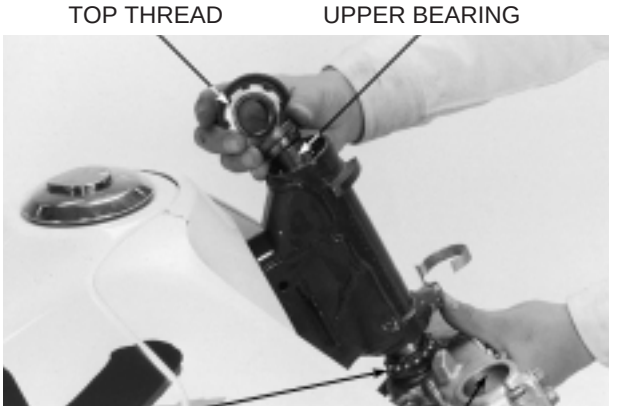
BEARING DRIVER STEERING STEM



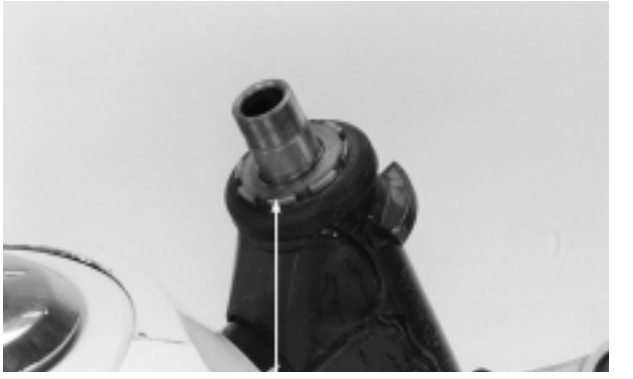
INSTALLATION



Apply grease to all bearing area.
Install the lower bearing.
Install the steering stem, upper bearing, top cone race and top thread.

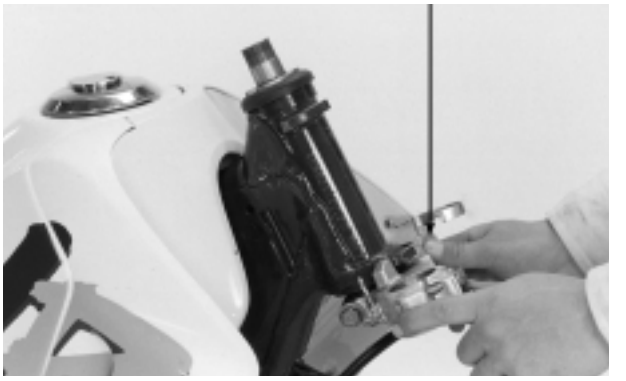


Tighten the top thread until it is sung against the top cone race.



Turn the steering stem left and right several times.
Retighten the top thread and then back it 1/8 turn.
Check that there is no vertical play and that the steering stem rotates smoothly.

STEERING STEM



Install the following:
– top bridge
– washer
– stem nut
– fork
Tighten the stem nut to the specified torque.
TORQUE: 105 N.m (10.5 kg.m, 76 ft-lb)

Install the removed parts in the reverse order of removal.

TOP BRIDGE

STEM NUT/WASHER FORK

NOTAS

HOW TO USE THIS MANUAL

This service manual describes the service procedure for the **XL200**.

- Throughout the manual, the following abbreviations are used to identify individual models.

Code	Area (type)
DK	General Type
2LA	Latin America

Follow the Maintenance Schedule (Section 3) recommendations to ensure that the vehicle is in peak operation condition.

Performing the first scheduled maintenance is very important. It compensates for the initial wear that occurs during the break-in period.

Section 1 through 3 apply to the whole motorcycle, while section 4 through 18 describe parts of the motorcycle, grouped according to location.

Find the section you want on this page, then turn to the table of contents on page 1 of that section.

Most sections start with an assembly or system illustration, service information and troubleshooting for the section, the subsequent pages give detailed procedures.

If you don't know the source of the trouble, go to section 20 TROUBLESHOOTING.

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